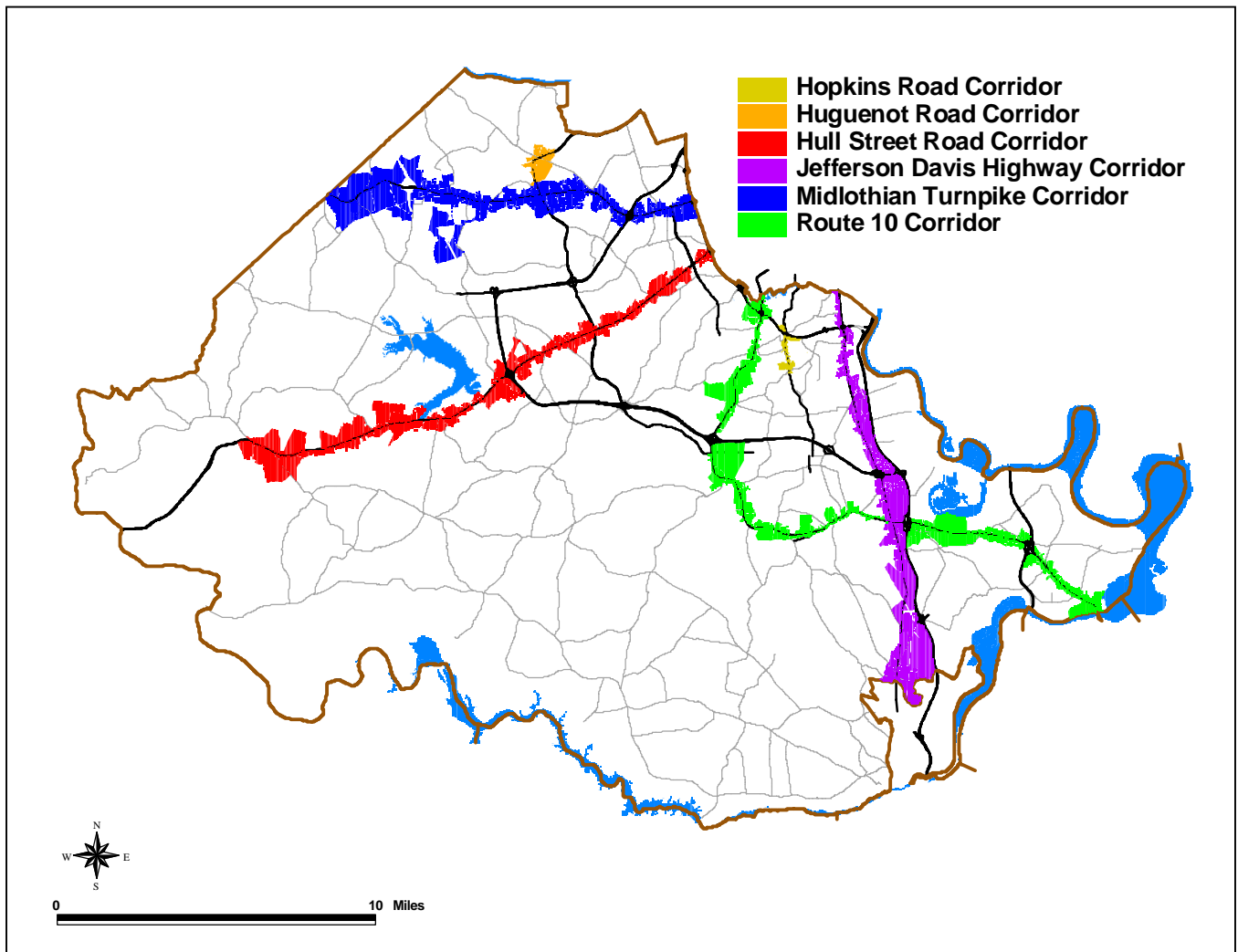


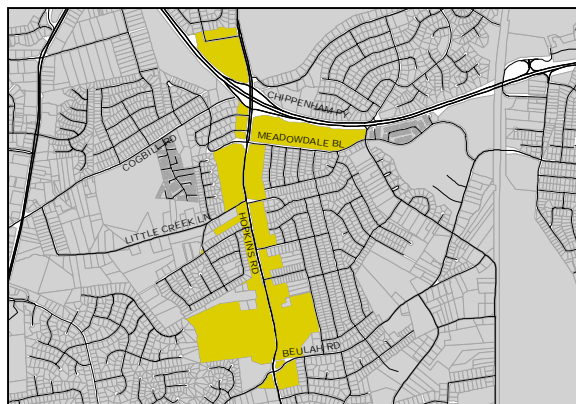
Business Corridors

This section of the report is a subset of some of the previous sections identified earlier in the report. The following section deals with many of the same indicators, but only for the geographies identified in the map below.

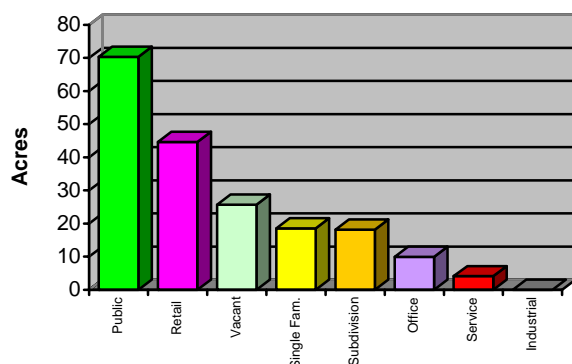


Hopkins Road Corridor

The Hopkins Road corridor is bounded by Meadowdale Shopping Center to the north and Beulah Road to the south. This 1.6 mile long corridor includes nearly 200 acres. Of the corridors in this report, this corridor is probably the least commercially developed.



Hopkins Road Corridor Land Use



Land Use

The Hopkins Road corridor encompasses nearly 200 acres of land. The largest single land use on the corridor is public/semi-public, predominantly in the form of Hopkins and Beulah Elementary schools, which account for 62 acres, or 33 percent of the corridor's land area. Approximately 26 acres of the corridor is vacant or minimally improved.

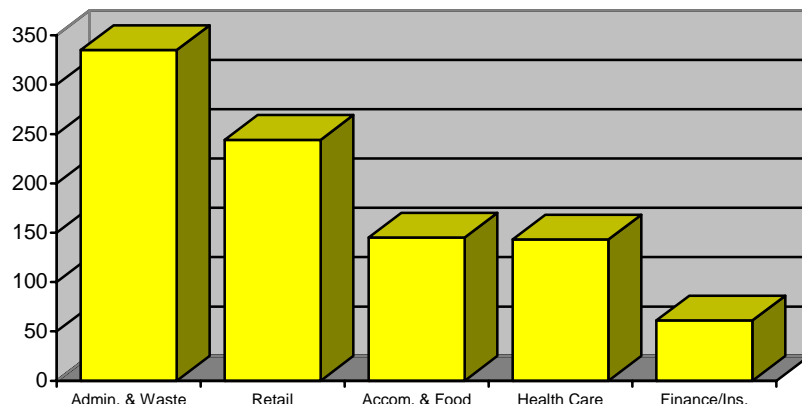
Commercial Development

Of the 60 acres of land in the corridor that are developed commercially, over 76 percent consists of retail development. Retail commercial development accounts for over 430,000, or 88 percent, of the corridor's total commercial square footage. There has been no new commercial development in this corridor since 1997.

Hopkins Road Corridor Commercial Development

Category	Square Feet	% of Total
Retail Commercial	434,469	88%
Service Commercial	18,295	4%
Office	41,369	8%
Industrial	0	0%
TOTAL	494,133	100%

Hopkins Road Corridor Employment 2002

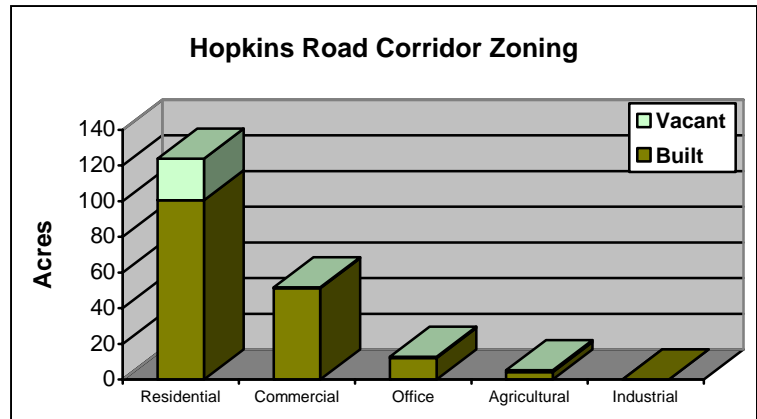


Employment

The Hopkins Road corridor employed over 1,000 persons in 2002. Nearly one-third of these jobs were in the administrative and waste services sector, retail followed next with 23 percent of the total jobs. The top five employment sectors are shown to the left.

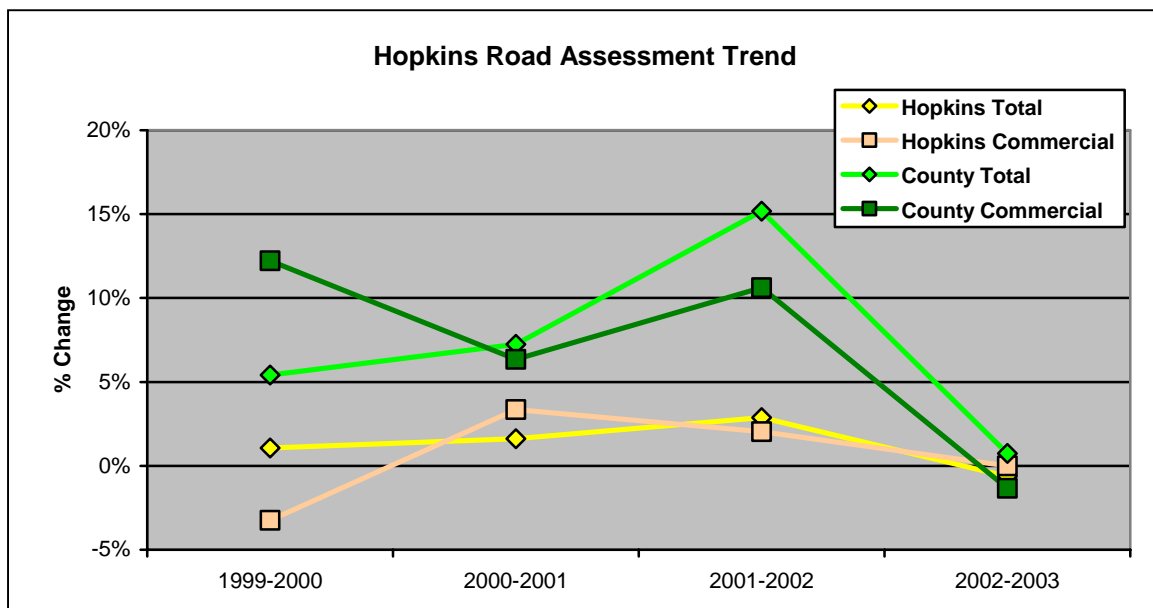
Zoning

The majority, nearly 64 percent, of the Hopkins Road corridor is zoned residentially. Commercial zoning makes up the next largest category and accounts for 27 percent of the corridor's acreage. The majority of the vacant or minimally improved land in the corridor is zoned residentially.



Assessment Trend

The Hopkins Road corridor has an assessed value of over \$39 million, with commercial developments accounting for nearly \$20 million of this figure. Since 1999, the overall corridor has increased in assessed value by nearly five percent, or an average of 1.2 percent each year, while the corridor's commercial assessments have only increased two percent, or an average of 0.5 percent each year. Meanwhile, the county's overall assessments have increased approximately 29 percent, or an average of seven percent per year, and the county's commercial developments have increased 28 percent, or also an average of about seven percent each year.

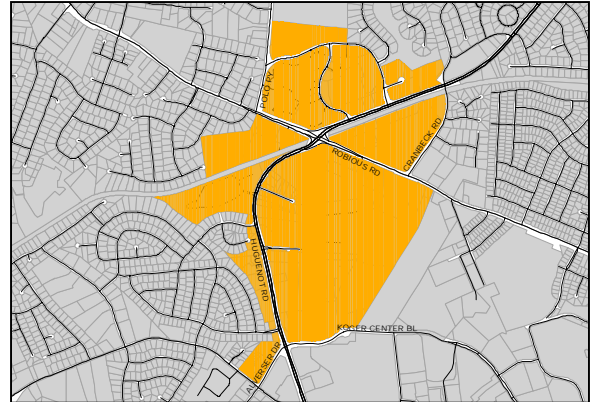


Traffic Count

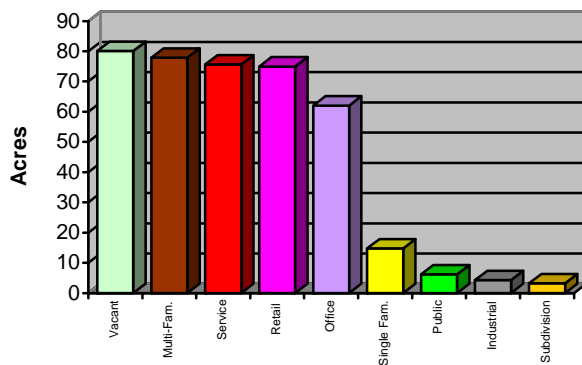
The Hopkins Road corridor had an average daily traffic count of over 22,000 in 2003. This is an increase of nearly 33 percent over the average in 1990, for an average yearly increase of 2.4 percent between 1990 and 2003.

Huguenot Road Corridor

The Huguenot Road Corridor lies between Cranbeck Road and Big Oak Road to the north, and Alverser Drive and Koger Center Boulevard to the south. This is the shortest and also one of the most heavily developed corridors within the county. This corridor stretches only 1.4 miles and includes over 400 acres of land.



Huguenot Road Corridor Land Use



Land Use

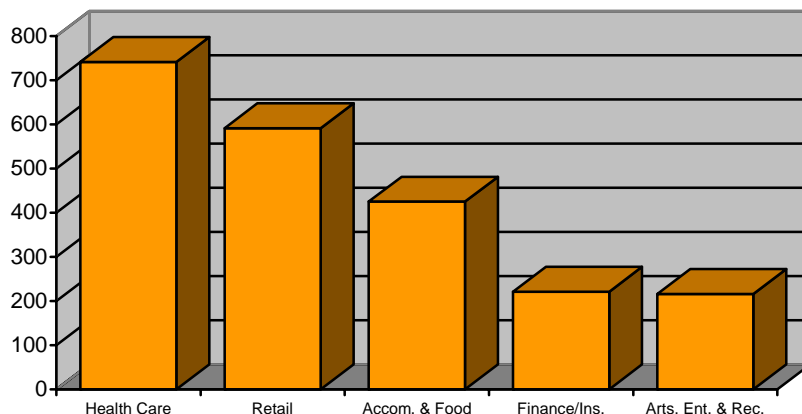
The Huguenot Road corridor encompasses close to 400 acres of land. The largest single category is vacant and minimally improved land, which accounts for 80 acres, or 20 percent of the corridor's total area. This is followed closely by the multi-family, service commercial and retail commercial categories.

Commercial Development

Approximately 217 acres, or 54 percent, of the corridor has some type of commercial land use. Both service and retail commercial land uses have 35 percent of this commercial development. Service commercial makes up 37 percent of the corridor's commercial square footage. In 2003 close to 24,000 square feet of new retail commercial, and 46,000 square feet of new office space was constructed in this corridor.

Huguenot Road Corridor Commercial Development		
Category	Square Feet	% of Total
Retail Commercial	504,282	29%
Service Commercial	641,717	37%
Office	522,936	30%
Industrial	73,250	4%
TOTAL	1,742,185	100%

Huguenot Road Corridor Employment 2002

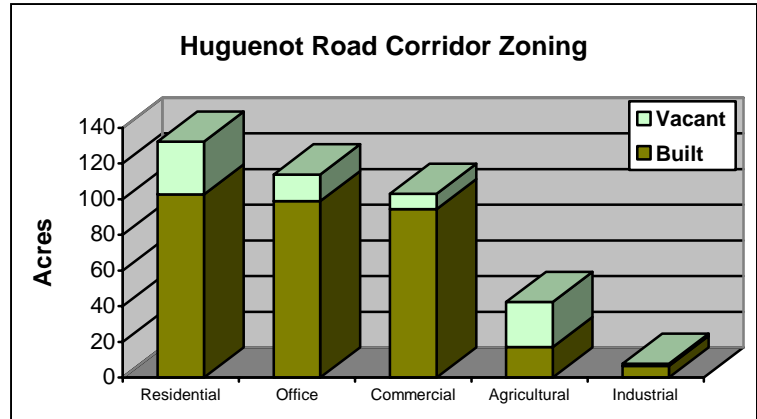


Employment

The Huguenot Road corridor employed over 2,900 people in 2002. Over one-quarter of these jobs were in the health care sector. The retail trade sector followed next with 20 percent of the total jobs in the corridor. The graph to the left shows the top five employment sectors in the corridor.

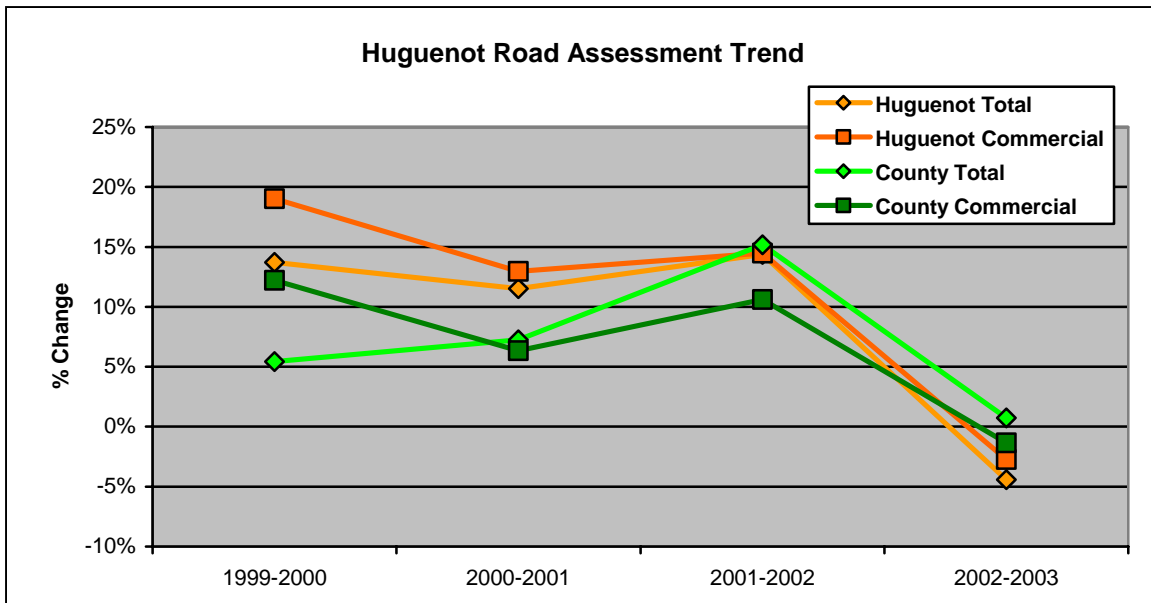
Zoning

Approximately 132 acres, or one-third, of the Huguenot Road corridor is zoned residentially. Office zoning makes up the next largest category and accounts for about 29 percent of the corridor's zoning. Close to 30 acres of the corridor's vacant land is zoned residentially.



Assessment Trend

The Huguenot Road corridor has an assessed value of over \$142 million, with commercial development accounting for \$112 million, or 79 percent of this value. Since 1999, the corridor overall has increased in assessed value by 35 percent, or an average of 8.8 percent per year. Chesterfield County overall grew in assessed value by 29 percent, for an average of 7.1 percent per year. The corridor's commercial assessments have increased nearly 44 percent between 1999 and 2003, for an average of 10.9 percent per year, against the countywide commercial figure of 28 percent, or seven percent per year.

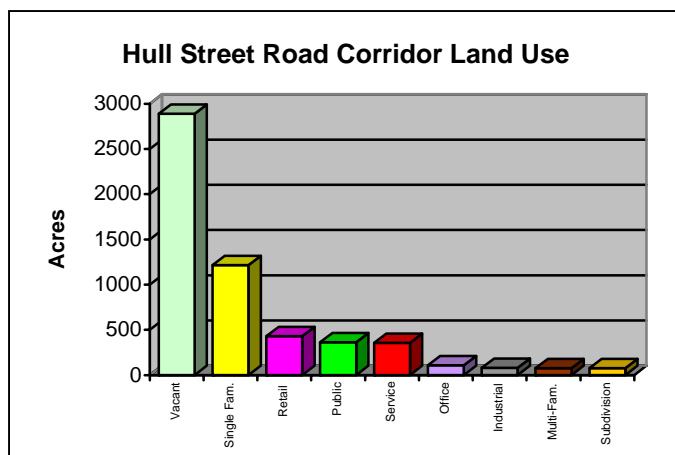


Traffic Count

An average of approximately 44,000 vehicles per day traveled the Huguenot Road corridor in 2003. This is an increase of over 58 percent from 1990, or an average yearly increase of 4.1 percent per year between 1990 and 2003.

Hull Street Road Corridor

The Hull Street Road corridor is the longest of the corridors tracked in this report with a length of about 22 miles. This corridor extends southwestward from the city of Richmond to Skinquarter Road. One of the county's primary transportation corridors, Hull Street Road ranges in intensity of development from forest and farm uses to highly developed commercial areas.



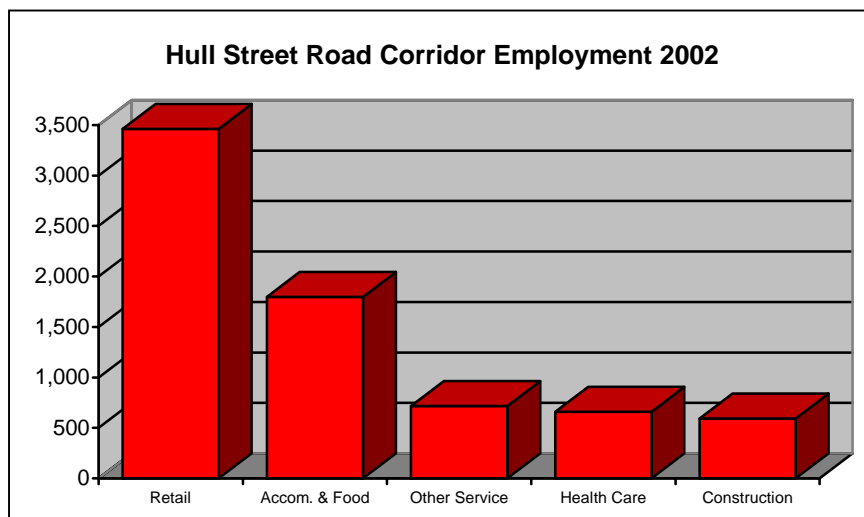
Land Use

The Hull Street Road corridor contains over 5,600 acres of land, nearly half of which is vacant or minimally improved. Non-subdivision single family housing occupies the next largest land use category with over 1,200 acres, or approximately 20 percent of the corridor's total area.

Commercial Development

Commercial land uses occupy over 970 acres, or about 17 percent, of the corridor's total area. Approximately 44 percent of this development is in retail commercial uses, which have a total of nearly three million square feet of space. Close to 336,000 square feet of commercial space was added to the corridor in 2003, with service commercial uses making up about half of this figure.

Hull Street Road Corridor Commercial Development		
Category	Square Feet	% of Total
Retail Commercial	2,994,496	57%
Service Commercial	1,197,089	23%
Office	650,275	12%
Industrial	376,148	8%
TOTAL	5,218,008	100%

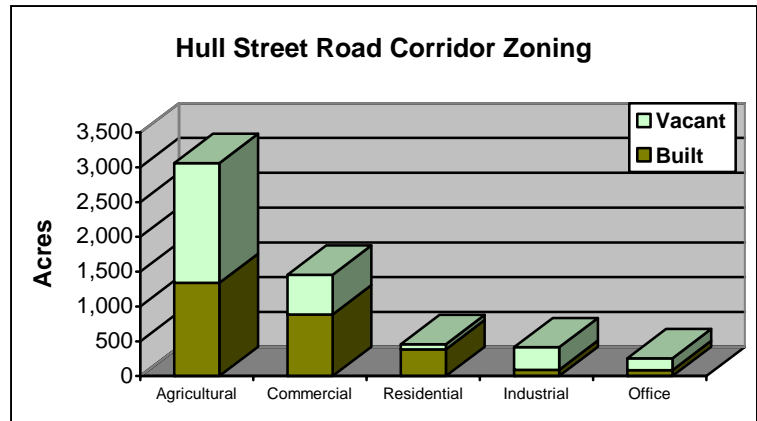


Employment

The Hull Street Road corridor employed just over 9,000 persons in 2002. Approximately 38 percent of these jobs were in the retail trade sector, with the accommodation and food services sector following with 20 percent of the total. The top five employment sectors in the corridor are shown in the graph to the left.

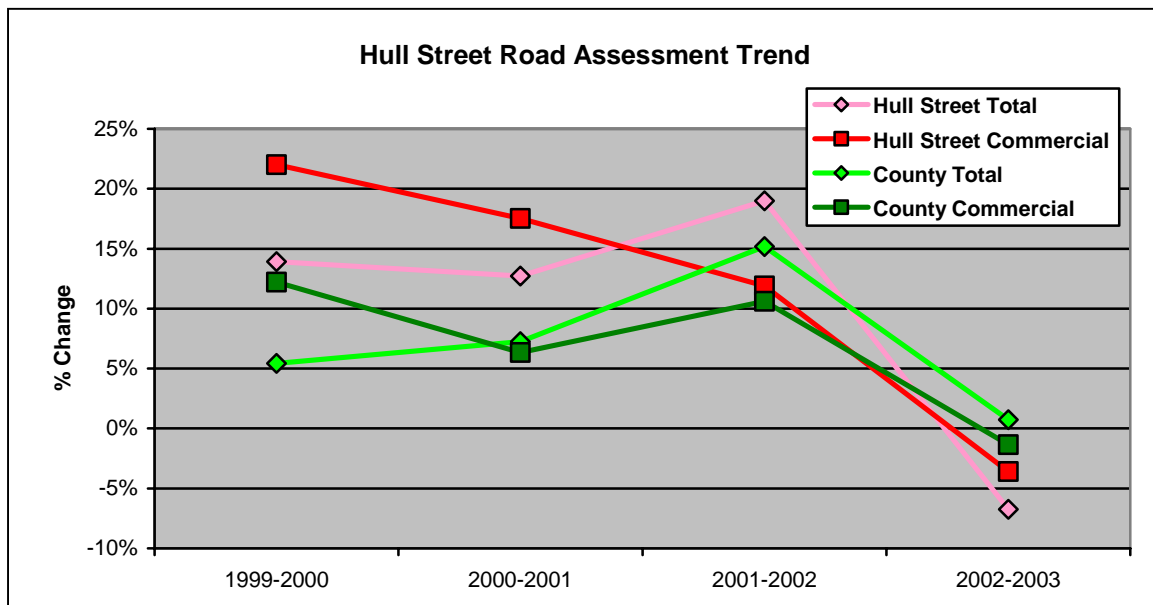
Zoning

The most prevalent zoning category in the Hull Street Road corridor is agricultural which makes up 55 percent (3,000 acres) of the corridor's land. Commercial zoning makes up the next largest category and accounts for approximately 26 percent of the corridor's area. Over 1,700 acres of the vacant or minimally improved land in the corridor is zoned agriculturally.



Assessment Trend

The Hull Street Road corridor has an assessed value of over \$545 million, with commercial development accounting for \$343 million, or 63 percent of the total value. Since 1999, the entire corridor has increased in assessed value by 39 percent, or 9.7 percent per year, while the corridor's commercial assessments have increased by 48 percent, or 12 percent per year. Both of these figures are above the countywide averages for total and commercial assessment changes between 1999 and 2003.

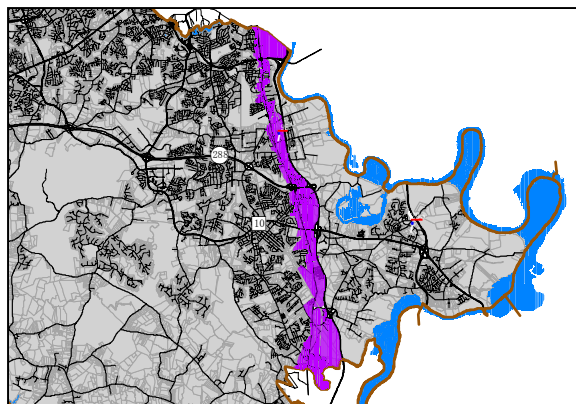


Traffic Count

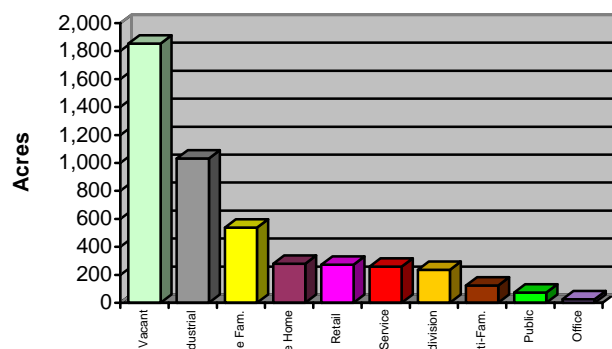
The Hull Street Road corridor had an average daily traffic count of over 47,000 vehicles in 2003. This is an increase of 66 percent over the average in 1990, or an average yearly increase of 4.7 percent. The most heavily traveled segment of this corridor lies between Winterpock and Old Hundred roads.

Jefferson Davis Highway Corridor

The Jefferson Davis Highway corridor connects the cities of Richmond and Colonial Heights, and has a length of 12.5 miles. This route is one the most historic transportation corridors in the county and region, and is part of a larger road system connecting the cities of New York and Miami. Although one of the most aged, the Jefferson Davis Highway corridor has seen a great deal of new growth with the establishment of two separate enterprise zones along its length.



Jefferson Davis Highway Corridor Land Use



Land Use

The Jefferson Davis Highway corridor includes nearly 4,900 acres. Approximately 38 percent, 1,800 acres, of this land is vacant or minimally improved. Industrial uses make up the next largest category with 21 percent of the corridor.

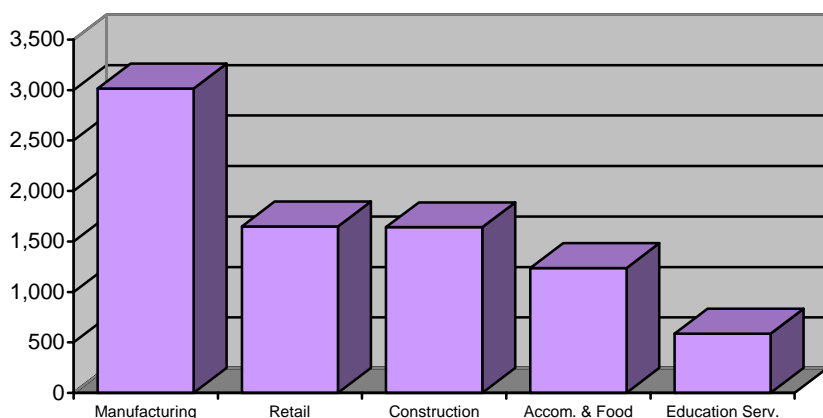
Commercial Development

Because of its preponderance of industrial uses, the Jefferson Davis Highway corridor has the second-highest amount of commercial development with 8.3 million square feet, or 70 percent of the corridor's total commercial square footage. Retail commercial developments account for a further 1.5 million square feet of space. In 2003, a total of over 100,000 square feet of retail commercial development was constructed in the corridor.

Jefferson Davis Hy Corridor Commercial Development

Category	Square Feet	% of Total
Retail Commercial	2,994,496	57%
Service Commercial	1,197,089	23%
Office	650,275	12%
Industrial	376,148	8%
TOTAL	5,218,008	100%

Jefferson Davis Highway Corridor Employment 2002

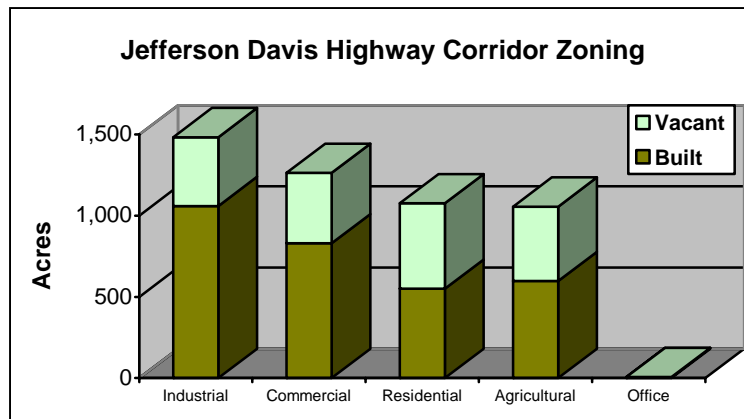


Employment

The Jefferson Davis Highway corridor employed over 10,400 persons in 2002. Close to 29 percent of these jobs were in the manufacturing sector, with the retail trade sector following with 16 percent of the corridor's jobs. The graph to the left shows the top five employment sectors in the corridor.

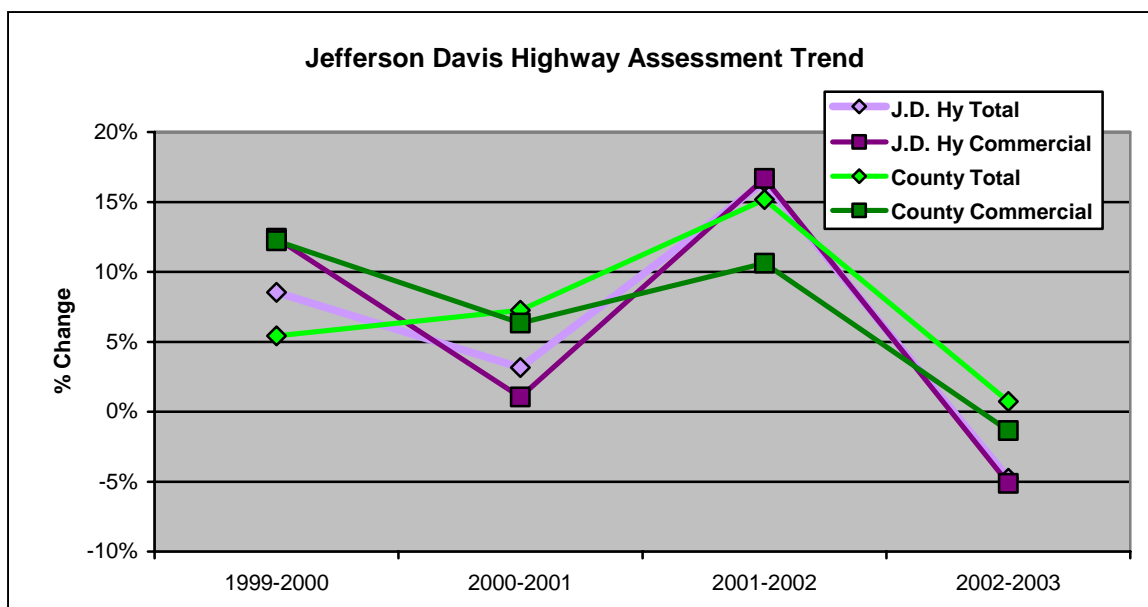
Zoning

Industrial zoning makes up the largest zoning category in the Jefferson Davis Highway corridor with nearly 1,500 acres, or 30 percent of the corridor's land. There are over 500 acres of vacant or minimally improved residentially zoned land in the corridor. Altogether there are approximately 860 acres of commercial, industrial or office zoned land in the corridor.



Assessment Trend

The Jefferson Davis Highway corridor has an assessed value of nearly \$468 million, of which commercial development makes up \$296 million, or 63 percent. Since 1999, this corridor has increased in assessed value by 23 percent, or an average of 5.8 percent per year. The corridor's commercial assessments have increased 25 percent, or an average of 6.3 percent per year. Both of these values are below the countywide total and commercial averages of seven percent per year.

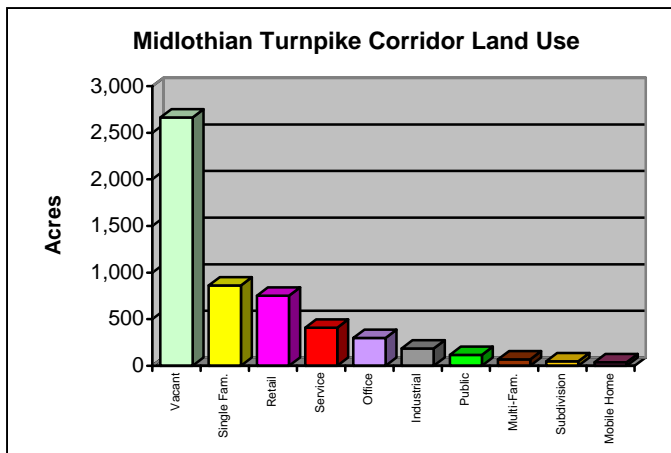
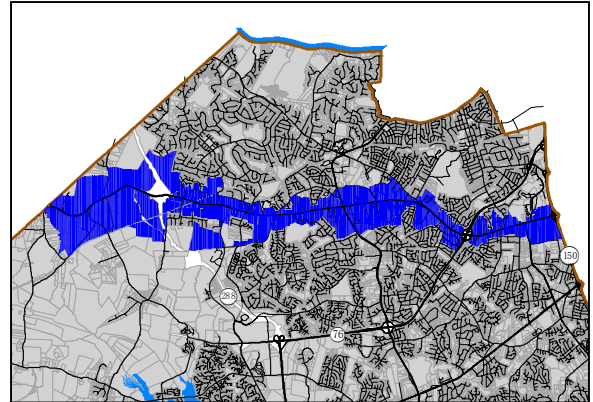


Traffic Count

The Jefferson Davis Highway corridor had an average daily traffic count of about 23,000 vehicles per day in 2003. This represents an increase of nearly 10 percent over 1990. The most heavily traveled segment of this corridor is the section between Happy Hill Road and the city of Colonial Heights.

Midlothian Turnpike Corridor

The Midlothian Turnpike corridor is one of the most intensely developed corridors in the county, and yet still has a tremendous amount of vacant land at its western end. Connecting the city of Richmond to Powhatan County and points west, this corridor stretches over 12 miles in Chesterfield. This corridor also has the historic distinction of being the site of the second commercial railroad in the country.



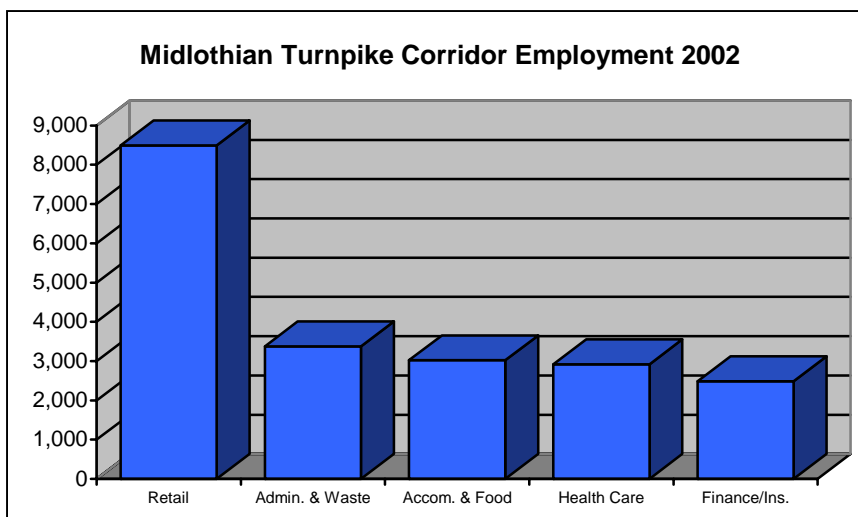
Land Use

The Midlothian Turnpike corridor includes over 5,600 acres of land. The largest land use category in the corridor is vacant or minimally improved land, of which there are over 2,600 acres, or 46 percent of the corridor's area. Nearly all of this land is west of the Village of Midlothian and is expected to develop after the completion of Route 288.

Commercial Development

Over 1,600 acres of the corridor is occupied by commercial developments, about 47 percent of this is in retail commercial development. Retail commercial uses account for over 6.6 million of the corridor's 13.7 million square feet of commercial development. In 2003, there was over 109,000 square feet of new commercial development in the corridor.

Midlothian Turnpike Corridor Commercial Development		
Category	Square Feet	% of Total
Retail Commercial	6,641,701	48%
Service Commercial	2,329,479	17%
Office	2,963,024	22%
Industrial	1,788,233	13%
TOTAL	13,722,437	100%

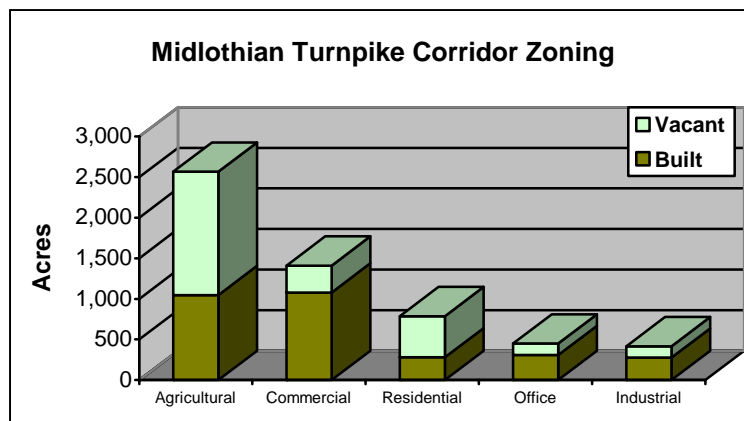


Employment

The Midlothian Turnpike corridor employed nearly 30,500 people in 2002. Approximately 28 percent of these jobs were in the retail trade sector, with the administrative and waste services sector ranking second with 11 percent. The top five employment sectors for the corridor are shown in the graph to the left.

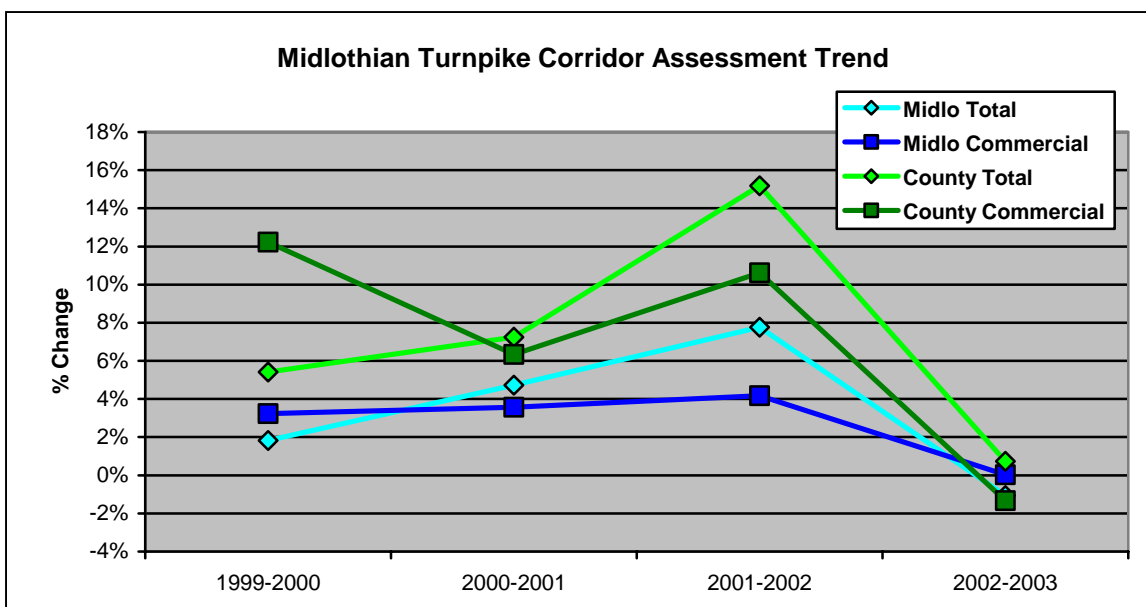
Zoning

Approximately 45 percent of the land in the corridor is zoned agriculturally, followed by commercial zoning with 25 percent. More than 1,500 acres of the corridor's vacant or minimally improved land is zoned agriculturally. The corridor has over 600 acres of vacant or minimally improved land that is zoned for commercial, industrial or office use.



Assessment Trend

The Midlothian Turnpike corridor has an assessed value of over \$1.1 billion. Approximately \$939 million, or 83 percent, of this figure is in commercial development. Since 1999 the entire corridor has increased in assessed value by 13 percent, for an average annual increase of 3.3 percent. Commercial development in the corridor has increased in assessed value a total of 11 percent since 1999, or an average annual increase of 2.8 percent. Both of these figures are below the countywide total and countywide commercial average annual assessment increases of seven percent.

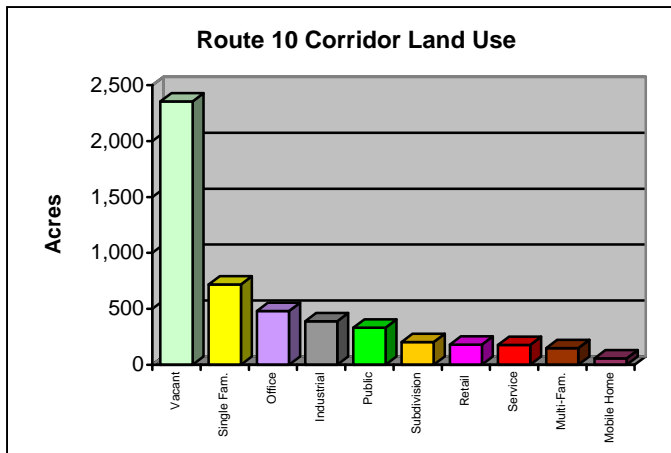
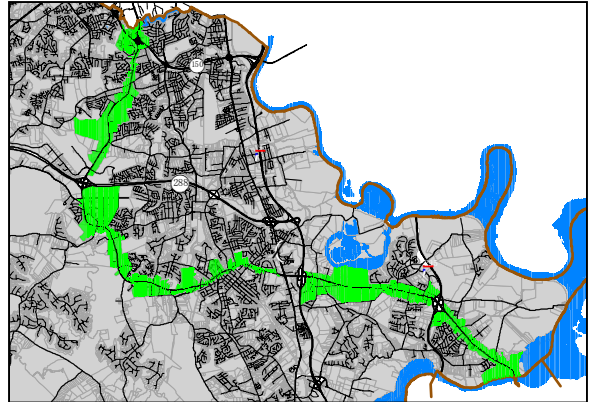


Traffic Count

The Midlothian Turnpike corridor had an average daily traffic count of nearly 53,000 vehicles per day in 2003. This is a 76 percent increase over that of 1990, or an average annual increase of 5.5 percent each year since 1990. The most heavily traveled section of the corridor lies between Powhite Parkway and Robious Road.

Route 10 Corridor

The Route 10 corridor connects the city of Richmond in the north to the city of Hopewell in the southeast, and spans a distance of over 20 miles. This corridor is made up of Iron Bridge, West Hundred and East Hundred Roads. Development along the corridor ranges from farmlands to industrial facilities, and is the home of the Chesterfield County government complex.



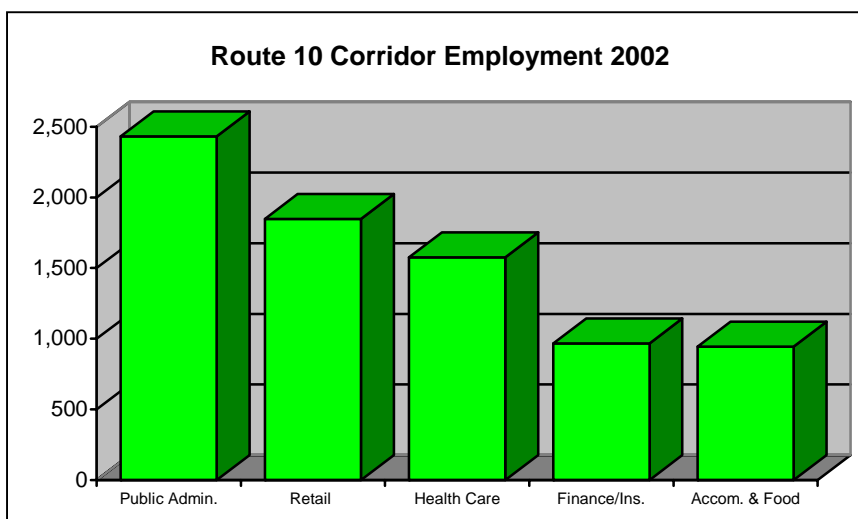
Land Use

The Route 10 corridor encompasses over 5,000 acres of land. Close to 47 percent of this land is vacant or minimally improved. Non-subdivision single-family housing makes up about 14 percent of the corridor's acreage.

Commercial Development

There are over 1,200 acres of commercial development in the Route 10 corridor. Because it is home to the county's government complex, the office developments account for 40 percent of the corridor's commercial acreage. However, service commercial uses make up the largest square footage category with 26 percent of the corridor's total. There were approximately 152,000 square feet of commercial uses built in 2003.

Route 10 Corridor Commercial Development		
Category	Square Feet	% of Total
Retail Commercial	1,215,237	24%
Service Commercial	1,358,663	26%
Office	1,340,040	26%
Industrial	1,206,325	24%
TOTAL	5,120,265	100%

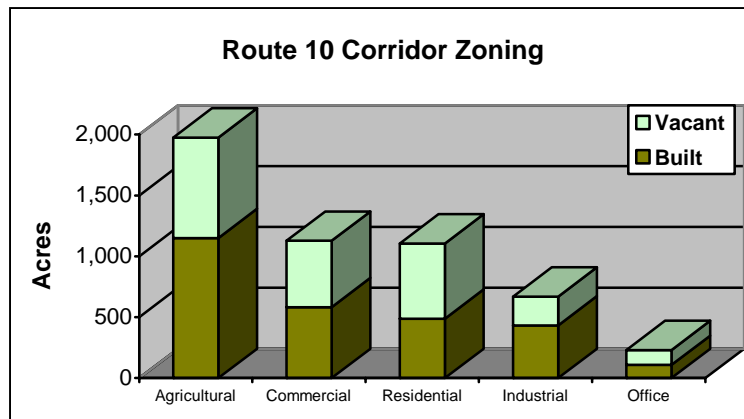


Employment

The Route 10 corridor employed nearly 12,000 persons in 2002. Close to 21 percent of these were in public administration, with retail trade ranking next with 16 percent of the jobs. The graph to the left shows the top five employment sectors in the Route 10 corridor.

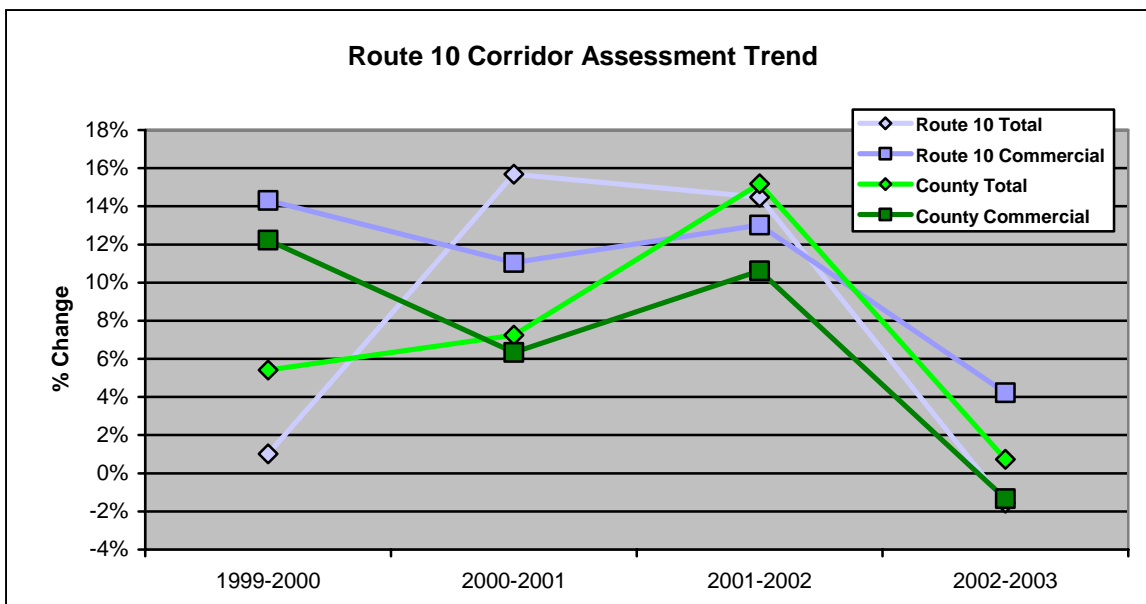
Zoning

Approximately 2,000 acres, or 39 percent, of the corridor's area are zoned agricultural. Over 800 of these acres are vacant or minimally improved. Commercial zoning makes up the next largest zoning in the corridor with over 1,100 acres. There are a total of over 900 acres of commercial, industrial or office zoned land that is vacant or minimally improved.



Assessment Trend

The Route 10 corridor has an assessed value of over \$610 million, with commercial development making up \$360 million, or 59 percent of the corridor's value. Since 1999, the entire corridor has increased in assessed value by nearly 30 percent, or an average increase of 7.4 percent per year. The corridor's commercial assessments have increased 43 percent, or an average of 10.6 percent per year. Both of these figures are above the countywide total and countywide commercial averages of seven percent per year.



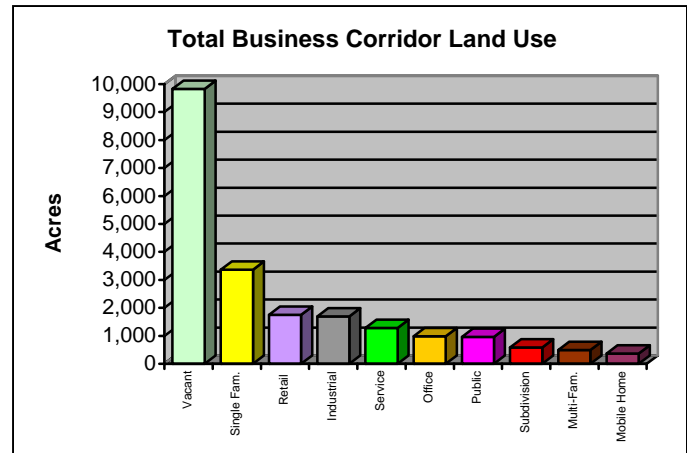
Traffic Count

The Route 10 corridor had an average daily traffic count of approximately 31,600 vehicles per day in 2003. This is an increase of 69 percent over the amount in 1990, or an average of 4.9 percent per year since 1990. The most heavily traveled section of the corridor is between Meadowville Road and Interstate 95.

Corridor Summary of Findings

Land Use

Chesterfield County's business corridors occupy over 21,700 acres of land, or about eight percent of the county's total area. However, these corridors contain over 41 percent of the county's commercial uses, and if industrial uses were discounted, the corridors would contain nearly 80 percent of the county's commercial uses. The business corridors contain over 9,800 acres of vacant land.



Total Business Corridor Commercial Development			
Category	Square Feet	% of Total	% of County
Retail Commercial	13,301,162	38%	95%
Service Commercial	6,519,618	19%	87%
Office	5,594,087	16%	74%
Industrial	9,218,538	27%	28%
TOTAL	34,633,405	100%	55%

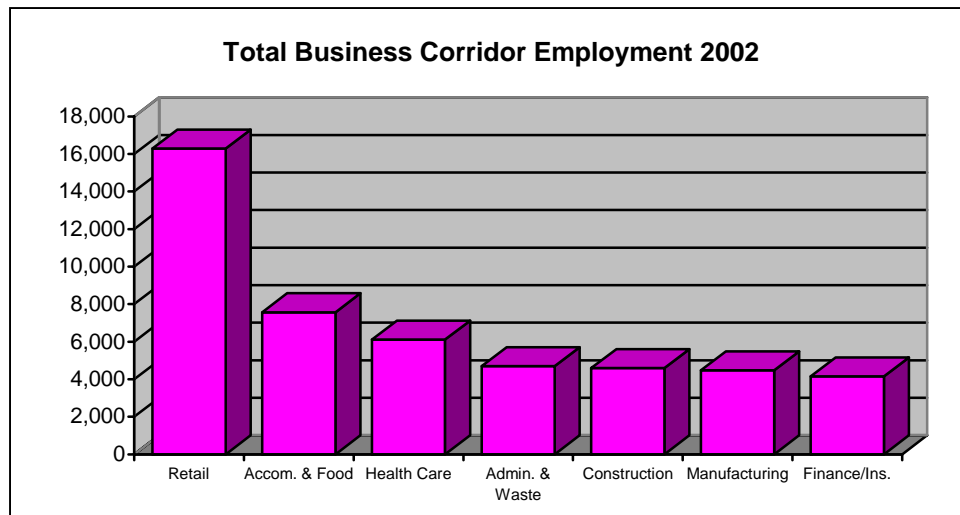
Commercial Development

Chesterfield's business corridors contain nearly 35 million square feet of commercial development. This is approximately 55 percent of the county's total commercial square footage. If industrial developments are not included, the business corridors contain nearly 88 percent of the county's

commercial development. Retail commercial uses contain 31 percent of the business corridor acreage, and 38 percent of their square footage totals. In 2003, over 779,000 square feet of commercial development was constructed in the business corridors, or 58 percent of Chesterfield's total commercial development for that year.

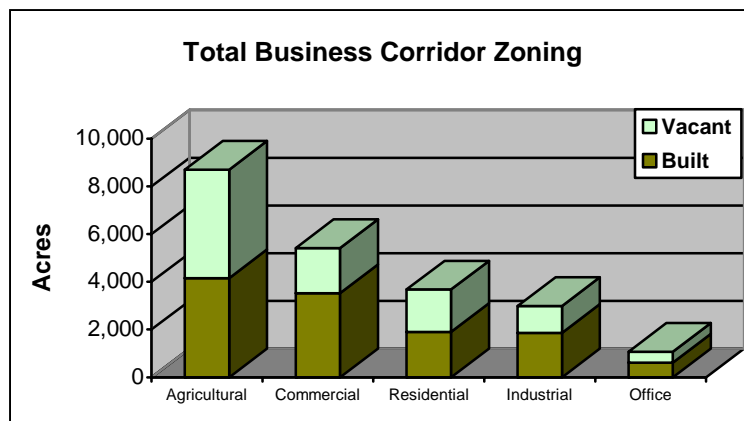
Employment

In 2002 the county's business corridors employed nearly 65,700 persons, or approximately 59 percent of the county's total employment. Approximately 25 percent of these jobs were in the retail trade sector, with the accommodations and food services sector accounting for 12 percent. The top seven employment sectors in the business corridors are shown in the graph below.



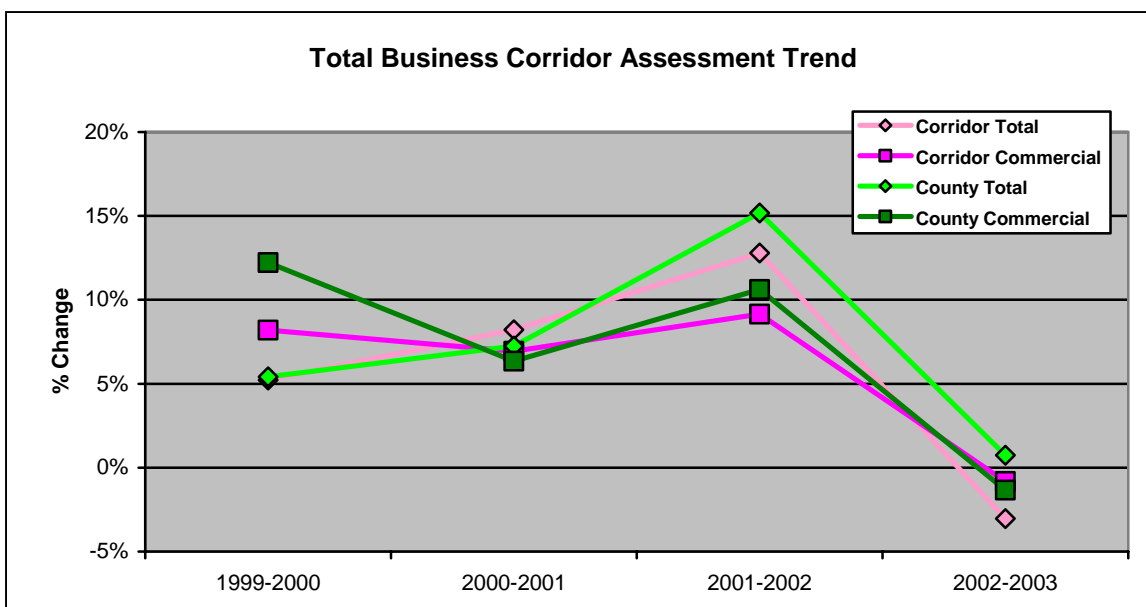
Zoning

Approximately 40 percent of the business corridor's acreage is zoned agricultural. Commercial zoning accounts for 25 percent. There are nearly 9,500 acres of land that is zoned for commercial, industrial or office use that is vacant or minimally improved in the business corridors.



Assessment Trend

Chesterfield County's business corridors have an assessed value of over \$2.9 billion, of which commercial development accounts for \$2 billion, or 71 percent. Since 1999, the county's business corridors have increased in assessed value by 12 percent, or an average of 2.9 percent per year. The corridors' commercial assessments have increased 23 percent, or an average of 5.9 percent per year. Both of these values are below the countywide total and countywide commercial average annual assessment increases of seven percent.



Traffic Count

Chesterfield's business corridors had an average daily traffic count of approximately 36,800 vehicles per day in 2003. The corridors averaged a 52 percent increase in traffic volume since 1990, or an average yearly increase of 3.7 percent. The Midlothian Turnpike corridor had the highest average traffic volume with 53,000 vehicles per day, and the highest increase in traffic volume over that in 1990 with 76 percent.